

Master Plan Committee – 10/9/2019 Minutes

Participants: Jan Nerger, Ann Claycomb, Alan Rudolph, Lynn Johnson, Rick Miranda, Nancy Hurt, Tom Satterly, Laura Giles for Mari Strombom, Fred Haberecht, Ashleigh Rose, Tim Kemp, Dell Rae Ciaravola, Dave Bradford, Mike Rush, Shelly Carroll, Kristi Buffington, Aaron Fodge, Leslie Taylor, Doug Max, Jessica Kramer, Manny Santistevan, Sergio Torres de Jesus, Julia Innes

Access and Mobility Infrastructure Planning - Part 2 (Bikes, Pedestrians, Transit) (Aaron Fodge)

1. We all engage as pedestrians on the campus
2. Survey of students and employees for primary and secondary mode of transportation
 - a. Most CSU employees and students live in Fort Collins
3. For safety reasons, there is less north-south vehicle connectivity on campus now, eliminating the number of conflict points.
 - a. Alternatively, we make transit reliable, moving it into and around campus as quickly as possible, and people will use a reliable system.
 - i. Transit on Plum is very successful.
 - ii. The Horn is very successful – is the third most ridden route in Transfort system
 - b. A lot of the bike network replaces the north-south movements that we can't make in a vehicle anymore.
 - c. Bikes are allowed closer to core of campus; this is an encouragement tool.
4. Leverage City Transit Infrastructure
 - a. CSU pays into Transit system – employees and students ride for free
 - b. This allows for a shift – transportation expenses can instead go toward rent and mortgage
 - c. MAX transformed entire Fort Collins system, making other routes more reliable and less circuitous.
 - d. Majority of employees live within 1/4 mile or 1/8 mile of a transit stop
 - e. Buses on West Elizabeth move just as many people as MAX
 - f. We have a good CSU-City partnership with dedicated transit corridors, commitment to sustainability, and the CSU transit center
 - i. Most City routes come through CSU transit center, which is a huge asset
 - ii. Transit Center is full with 13 bays
 - iii. Private shuttles and airport shuttles also coming onto campus
 - iv. The Horn
 - g. Foothills station is in planning – submitted third grant to fund a transit station; will find out in early November.
 - i. With the construction of the Temple Grandin Equine Center – we can bring buses to Foothills Campus with the existing infrastructure; verified it will work. Effort is alignment with Parking and Transportation Services taking over the parking lot at the Pickett Center.
5. Leverage City bike infrastructure
 - a. CSU is a leader in the country for separation of bikes and pedestrians
 - b. 94% people in Fort Collins can get to a bike trail within ¼ mile of where they live.
 - c. Created low-stress bike networks with a contiguous system that gets people to campus easily.
 - d. Bike racks placed to intercept people with goal of keeping bikes out of pedestrian mall and dismount zone

6. Infrastructure strategies include
 - a. Buffered bike lanes with separation between bike lane and vehicles
 - b. Separated trails for bikes and pedestrians
 - c. Physical barriers between modes; double as water quality and sustainability efforts
 - d. Streets in transition - shut off to cars, but do not have finished infrastructure
 - i. University, Meridian, Pitkin are streets in transition phases
 - e. Explore approach of roundabouts, which allow people to yield, make people slow down, legalize the slow down but not coming to a full stop movement that already occurs, and makes movements more predictable
 - f. We plow bike trails on campus; City plows trails and specific roads with bike lanes that lead to campus
7. Behavioral Solutions – Education and Enforcement
 - a. Infrastructure alone will not make a safer campus – takes education and enforcement as well.
 - b. Convince people their experience on campus will not be lesser without a personal vehicle
 - i. Give alternatives
 - c. Current barriers to enforcement
 - i. CSUPD is down officers. Remaining officers are being asked to work 12 hour shifts to cover the void, leaving little time for bike/e-scooter/longboard enforcement.
 - ii. Cost of new officer – Before a person becomes a full-fledged police officer on their own (from start of hire to a police officer being on the street), it costs \$120,000
 - iii. Retaining officers – CSU trains new officers, but a current challenge is that then the officers leave to go to other municipalities because of salary increase opportunities
 - iv. Starting CSU officer makes \$30,000 less than those employed by the City of Fort Collins and neighboring peers
 - d. When the Police Dept. responds to a crash or gives a ticket, they track the data
 - i. From the data, we know that most crashes are car on car accidents that occur in parking lots
 - ii. Hospital intake form also tracks bike crashes
 - e. Important to educate and enforce behaviors for class change times
 - f. Rams Ride Right occurs 25 days in the fall semester
 - i. Education through verbal and visual cues and incentives for compliance
 - ii. Enforcement sends a message to people who see enforcement happening, but engagement takes time.
 - g. Education of different generations (younger and older), including educating people on understanding bike infrastructure.
 - i. One education effort for employees who are “interested but concerned” about commuting to campus by bike is a smart cycling class
8. Trying to create a culture of safety, but we need to do better with enforcement.
 - a. Compliance is good overall; it’s just a small fraction of our community who don’t comply. However, without compliance at critical intersections, we cannot make a safe situation.
 - b. UC Davis has two full time bike-enforcement officers.
9. Jan Nerger asks if the dismount zone and pedestrian mall includes compliance from skateboards, scooters, as well as the bikes.
 - a. It applies to all of these modes.
 - b. The dismount zone is:

- i. Computer Science to the LSC Theater on University Ave.
 - ii. North-south dismount zone beginning at Yates
 - 1. Newton's Corner is a yield zone for bike traffic coming east-west on Pitkin.
 - iii. Yates, Education, Natural Resources, and the Library are major intercept landmarks.
 - c. The issue tends to be people going through the pedestrian mall rather than people going to their destination.
10. Parking and Transportation Services and Facilities Management are working on hiring consultants.
- a. A company to look at how the intersections are laid out and the design
 - b. A company with multi-modal experience for how to make conflict points better